

Resolution Number TC-1804

WHEREAS, in October 2008, the Transportation Commission approved revisions to Policy Directive 1601 concerning the state highway interchange approval process; and

WHEREAS, the Colorado Department of Transportation (CDOT) and Douglas County have completed a System Level Feasibility Study (SLS) for proposed improvements at the C470 / US 85 (Santa Fe Blvd.) Interchange (hereinafter referred to as “the Project”); and

WHEREAS, the SLS documents the need for the proposed improvements to accommodate anticipated travel volumes at acceptable levels of service for the next 20 years; and

WHEREAS, CDOT staff has reviewed the SLS and found it to be consistent with the requirements of Policy Directive 1601; and

WHEREAS, the total cost of the Project is approximately \$60 million; and

WHEREAS, due to funding limitations, CDOT and Douglas County identified a first phase of improvements estimated to cost approximately \$26 million; and

WHEREAS, the Colorado Department of Transportation (CDOT) completed a Categorical Exclusion for Phase 1 of the Project which the Federal Highway Administration approved in October of 2009; and

WHEREAS, Phase 1 improvements include:

- Construction of the southbound US 85 to eastbound C-470 flyover ramp;
- Reconstruction of the eastbound diamond on-ramp;
- Widening of C-470 from the eastbound ramp entrance to the eastbound off-ramp to Lucent Boulevard to provide a continuous acceleration/deceleration lane;
- Reconstruction of the C-470 regional trail from US 85 to east of Erickson Boulevard; and

WHEREAS, Future phases of the interchange will include widening US 85 from 4 to 6 lanes, construction of auxiliary lanes, grade separation of the regional trail under US 85, and reconstruction of C-470 for mainline capacity improvements; and

WHEREAS, the first phase of the project is fully funded utilizing roughly \$9.3 million in federal earmarks, \$2.1 million CDOT funding, \$5.5 million Douglas County funding, and \$9.3 million in regional DRCOG funding; and

WHEREAS, CDOT and Douglas County will continue to actively pursue additional funding sources, which are not limited to state and federal funds; and

WHEREAS, prior to beginning work on Phase 1 of the Project, CDOT is seeking Commission approval of the improvements proposed for all phases of the Project in an effort to minimize expenses in future Project phases; and

WHEREAS, all costs and responsibilities associated with project financing, construction, maintenance and operations shall be determined through Intergovernmental Agreement(s) approved by the Chief Engineer between CDOT and Douglas County; and

WHEREAS, approval of the Final Construction, Maintenance and Operations IGA(s) by the Chief Engineer is necessary prior to construction; and

WHEREAS, CDOT must demonstrate significant progress towards implementation of the Project within three (3) years of the date of approval of this resolution.

NOW THEREFORE BE IT RESOLVED,

1. The Transportation Commission approves the request for modifying the C470 / US 85 interchange as meeting the standards set forth in Policy Directive 1601.
2. The Transportation Commission approves the system level feasibility study for the Project.
3. The Chief Engineer is authorized to enter into IGA(s) with Douglas County for the financing, construction, maintenance and operations of the facilities associated with the Project.
4. These approvals are contingent on:
 - Approval of applicable access, design and environmental permitting documents by the appropriate agencies; and
 - Approval by the Chief Engineer of IGA(s) for the financing, construction, maintenance and operations of the facilities associated with the construction of the proposed improvements.
5. For Project scope not included in Phase I, these approvals are further contingent on:

- Completion and approval of the appropriate National Environmental Protection Act (NEPA) decision document for future phases of the Project consistent with the CDOT Environmental Stewardship Guide; and
- Inclusion of the proposed improvements in the fiscally constrained regional transportation plan and state transportation improvement program.